



NOVEMBER 2007

THE TRADSHEET

JOURNAL OF THE TRADITIONAL CAR CLUB



NOVEMBER 2007

HICKLETON HALL



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The photographs on this page and page three were taken by Nigel Thorley at Hickleton Hall

From The Chairman

Robin Critchlow

Chairman

CHRISTMAS BUFFET

MONDAY 10TH. DEC.

SUN INN. FUNCTION

ROOM FROM 7.30

LIMITED SPACE PLEASE

BOOK EARLY

ONLY £6.00 PER HEAD

Selection of sandwiches*potato
wedges*Sausage rolls*chicken
bites*quiche*pizza*

Pork pie*Salad*

Raffle, Quizzes. Games

**Tel- Brian or Ivy on
(01405) 764953**

COACH TRIP TO NEC CLASSIC CAR SHOW

Once again Robin is organising
a coach trip to the Classic Car
Show at the NEC on

Sunday 11th November

Tickets are **£20 each** including
the coach and entry to the show.

Anyone interested should con-
tact Robin Critchlow on 01302
727164 or on a club night.

A deposit is payable on booking.

The coach will leave Doncaster
at around 8.30am and leave the
NEC around 5.30pm

BOOK EARLY

Unfortunately the Chairman's section was not
available in time for the printing of this month's
issue of the Tradsheet.

INTER CLUB QUIZ

This month's Inter Club Quiz will
take place at Horbury Working Mens
Club on Tuesday 27th November
and will be held the last Tuesday of
every month throughout the winter
except December.

If you wish to take part, arrive at
Horbury WMC before 8:00pm on
the day.

FROM THE EDITORS

Having failed to find a replacement editor
earlier this year, we had been prepared to
continue as editors for the foreseeable fu-
ture, but given recent events we no longer
feel comfortable in this role. We have
therefore given two months notice to the
committee and this will be the penultimate
magazine we produce. This decision has
not been taken lightly.

Graham has provided a full list of the hard-
ware and software required for the club to
continue to produce the magazine in its
current format, plus contact details for
training, setup and relocation of the new
printer/copier. However, if any member
is prepared to produce the magazine in a
different format this should not be a prob-
lem.

Anyone interested in the job should contact

tradsheet@traditionalcarclub.co.uk

Robin Critchlow or any member of the
committee. If you would like to discuss the
requirements do not hesitate to contact
Graham on 01709 881253, he will be more
than happy to provide assistance during a
brief transitional period.

Furthermore, we no longer intend to man-
age the club Web Site after the new year.
Therefore, if you are prepared to be the
clubs "Web Master" contact any member of
the committee.

Graham has also informed the committee
that he will take no further part in any of
the clubs administration or organisation
from the new year.

Graham & Julie Walker

EDITOR & WEB MASTER REQUIRED

We need someone to take over the
editorship of the club magazine and
the club web site
as soon as possible.

If you can help contact

**Robin Critchlow
on 01302 727164**



NEW HOME FOR A 10/4

I was looking around the exhibits at the recent Cusworth Rally and got into conversation with a gentleman and his wife, the owners of a rare 1920's Clyno Tourer. We talked at length about old cars and he told me that he had a car for sale. The car was a 1935 Morris 10/4 and had belonged to a friend that died about eight years ago and his widow had recently decided to sell it.

Keith, the Clyno owner arranged to send me some photographs of the car. They showed a vehicle which appeared quite sound and original and I was soon on my way to Holmfirth to see it.

When I first saw the car I was impressed by its original and unspoilt condition, with important things like the sunshine roof working, nicely fitting doors, original rear luggage carrier and still with its original registration number.

The engine showed a reasonable oil pressure and was free from smoke. So I bought the car and we were soon on our way to collect it. When I started to re-commission the car I was pleased to find it had been professionally rewired. It had also been fitted with four new springs, all shackles and king pins renewed, plus five new tyres had been fitted.

The woodworm had been busy on the plywood floor boards and seat bottoms, but they were soon replaced. Fortunately they had not attacked any of the coachwork timbers. The mice had been in the head cloth, but luckily only made one small hole.

I have had to remove and clean the petrol tank, paint all the undercarriage, replace a rear flexible brake hose and sort it out generally. But it is now ready for its MOT test.

There will be more sorting out to do, but I'm planning to do this during the coming winter months, so I can look forward to finishing up with a tidy and usable car for next year.

The Morris 10/4 was the reply to its competitors, the likes of Austin, Hillman, Rover and Standard, who were all



producing a medium sized 10hp four seat saloon at the time. Morris's range left too big a gap from the small Morris Minor to the two litre Cowley Six. We know that car sales were picking up again from the 1929 depression and 1200 to 1300cc cars were very popular. The 10/4 was originally badged as a Cowley Four. The later year it was a Morris Ten and finally in 1935 became the Morris Ten Four.

Very little changed throughout its years of manufacture. Tyre sizes changed from 19" to 18", the hand brake was different, the early brake shoes were aluminium and the accelerator pedal was located between the clutch and brake pedal.

My father had a ten Four seventy years ago, when I was eight years old and we went to Brighton to see relatives in it the following year. This model cropped up once again while I was working as an apprentice in a garage. This was a Doncaster registered car and was used for all the running about jobs and towing in.

I came across still more ten fours when I was in the R.E.M.E., doing National Service in the early fifties, when I used to service one owned by one of the officers in the motor transport department.

Back in 'Civvy Street', I owned a 10/4

and have owned four more since 1980. I think I should just about know these cars by now and I can say I am delighted to own one once again.

Frank Willis

It is always a delight to receive an article like this from Frank. He has such an amazing depth of knowledge about this type of vehicle and expresses himself in a very entertaining way - ed.

Filming at Thorne

Sunday 14th November

It started with a phone call on the Friday evening, it was Sami the Art Director of Big Strike Films the company that was filming a new drama to be shown on BBC1. It's a drama about the Miners strike that took place during 1984 to 1985. He said "Can you be at Thorne for eight o'clock on Sunday morning?" He told me that the location was The Green which is where the Somerfields supermarket is. "When you get there see Matt or Richard and tell them you've brought a dressing vehicle" he told me. When I arrived in Thorne I could see that the end of the road was coned off. All it took to get in was to indicate that I wanted to turn in and the policeman moved some cones and waved me in. Joe was already there with his Triumph 1500 and Geoff with his Cortina 1600E, and a non-member called Arthur pulled up in a Vanden Plas 1500 like Colin's, followed by Robin in his BMW.

There was a lot of waiting around while coaches unloaded people who had volunteered as extras in response to an appeal on "Look North" and in the local press. Vans were arriving and unloading crowd barriers, and prams to be used in the crowd scenes to give reality. A brass band turned up, and I could see union banners leant against the wall in the car park. We parked our cars where asked, the Minor in front of the Red Bear pub where the cameras were located on a flat roof over the entrance.

We stood on the pavement near the cars while all the volunteers who had been bussed in were being briefed by the Director. The scene they were filming was the march back to work when the strike was over. Our cars were in position so we decided we'd join in the crowd scene rather than stand about doing nothing and getting bored and cold. There was no sound to be recorded in this scene so the band just marched and mimed, and the sound would be added later in the studio. We all had to go and assemble in Somerfield's car park and walk towards the Red Bear pub where the cameras were, and then into Queen Street. Three union banners were being carried and some of the ladies were pushing a pram provided by the film company. We must have walked up and down there five or six times before we heard "It's a wrap" meaning it's been done to the Directors satisfaction. While all that was going on a photographer was taking publicity shots. If anybody had told me twenty years before that I would be marching along the road behind a banner, I don't think I would have believed them.

We were then asked to go to base which was in the car park at Hatfield Main colliery. Not knowing what to expect I took sandwiches and a flask of coffee, but there was food available for everybody, but as I had gone to the trouble to make sandwiches I had them anyway. Soon after, we were thanked and paid for our efforts and we left for home.

Tuesday 16th November.

We were asked to report to base at 9.30 am this time it was in King Edward Road in the car park at the Harlequin Pub. When we were all there they told us to go to the same location in Thorne as we had been on the Sunday. There was a different Policeman guarding the location this time and he needed a bit of persuading to move the cones, I had to tell him I was taking part in the filming, then it was fine. We all gathered together and waited for everybody to get ready. It wasn't very warm in the shade so I moved and stood in the sun near to the pub wall and talked to some ladies who I think were part of the supporting cast, the sun was quite warm even though it was November. After a while I was told I was doing a driving scene, given a two-way radio and asked to reverse up to the cones, and when I heard the word "action" to drive down the road and park in front of the pub. I waited about ten minutes until I heard the Director say "stand by, action", then I started the engine and did my bit. The fun part came when people crossed the end of the road to go into Somerfield's, so there was always somebody crossing the road in front of me. There is no such thing as a scene being right first time, and it took about six takes until it was satisfactory. The funniest part about that scene was when an elderly gentleman started to talk to me about the Minor that he'd had years earlier, and I could see the director looking at me as he was about to say "action". I had to say "sorry I've got to go I'm in this scene". There is something about a Morris Minor that makes a lot of people want to talk to you, it doesn't happen apparently if you've got a Rolls-Royce!

When the morning's work was in the can we all went for lunch back at the Harlequin pub car park, which was in a double decker bus with "Global Facilities" written on the side. We ate with the stars and everybody else. It was done on a flow line system to save time and I decided what I was going to have before I went on the steps to be served, and then grabbed the eating irons that were in a tray at the entrance to the bus and took a seat on the lower deck to eat my meal which was not at all bad, then went outside to choose my second course and climbed on board again. After I'd drunk my coffee it was time to go back on location, so we all got into Joe's Triumph and went back to start the next session.

John Garritt

WOZ's WARBLINGS - (A Life Journey)

Before I start on this story of self indulgence I'll begin by saying when I gave in the first "warbaling" to Graham and Julie at Ripon (Thanks for the lift Colin) I told them I had some stories that could be put in the "Tradsheet" if they wanted and Graham said jokingly I hope, you could have your own column!!! EEEK!

So back to the beginning of a life journey. Suppose it all started like everybody else's by being born. My dad had been into car racing and sprinting an MG J2 before he met my mum, but with me and my sister the big toys went forever and a more sensible mode of transport had to be obtained for the family. The first car I can remember was a MkI Consul, we had a caravan at Ingoldmells at the time so the Consul used to go to the coast quite a lot. The MkI went to be replaced by a MkII. This was two tone Blue and Cream. I was now about three and can remember going to the caravan sitting on the arm rest in the middle of the front seat. Road Safety Seat Belts – what was that? How things have changed to transport of a child today. When looking around at MkII's today none of the Consuls have an arm rest, but Zodiacs and Zephyrs do, strange!

Any way back to my dad's MKII, my mum hated it because it was her job to clean the chrome and she would always cut her fingers on the grill. At the same time that my dad had the MKII my uncle had traded in his MKII consul for a VW Beetle; this was 1966, and a Java Green 1300 sat outside his house. I never knew why he bought a brand new car then when they never went anywhere. He walked to work and the High Street was at the end of the road. I think he had the car for 15 years and traded it in with about 8,000 miles on the clock. One time we were out in it in the snow and my dad was impressed with the traction of this rear engined foreign car. A year or two passed and it was winter, me and my dead had gone out for something and it was snowing heavily and because mum wasn't coming we were up for some fun sliding round corners etc. I don't think dad has ever got motor sport out of his blood. So we set off in the direction of Woodhouse. Now my dad prided himself on not getting stuck but on that night all was about to change. On Woodhouse Hill we ground to a halt. Just at that time a man in a VW Beetle stopped behind us and asked if we were ok, my dad saying we were ok (but we were stuck dad!) at that the man got back into his beetle set off and drove around us up the hill. After what had just happened my dad

was on a mission for a VW Beetle.

A few weeks passed and the family went car hunting, First step was Guilders to look at the Beetle. I was in heaven looking at new cars and every one I had to test the Drivers seat, but no matter how hard I tried I could not see over the dash board, we came away from Guilders but had not bought a Beetle. On the way back home we went on a detour and passed Mearsbrook Garage the NSU dealer. In the show room was a white Prinz 4 with a blue roof.

My dad ended up buying it and I went with him to pick it up, there was nothing like it on the road and it was quick even if it did only have two cylinders. The one thing I remember about it was the bar type petrol gauge, I had never seen anything like it. That little Prinz 4 went all over the place. My dad had found a specialist NSU repairer and so the big repairs went to him and the



etc. I can remember the exhaust started to blow on the silencer and I asked my dad not to repair it as it sounded so sporty, alas he did not listen to me. Time passed and my dad started to look for a new car. He had been looking at the new NSU RO80 but the cost was way out of his pocket so a 1200 in river blue was ordered. The day came to go and get the 1200 but it was one of the saddest days of this young chap's life. I said my goodbyes to the 1000 and I never saw her again, the year is 1971 and the J Reg 1200 was sitting on the drive along with a left hand drive split screen VW caravette that we had got from Dinnington.



servicing was done at home, and I was always available to give a helping hand (more a hindrance if the truth be known). One day we had dropped the Prinz off for something to be done to it and in the corner of his workshop was a Prinz 1000 race car. Well to this young lad she looked amazing and my dad started talking about when he used to race. It turned out that it was the mechanics car which he competed in circuit racing (I later found out it was a 1000TTS) the little Prinz 4 was replaced with a cream Prinz 1000. This car I absolutely loved to bits at the time, it went like stink, took us all to London for our holidays; with its big oval headlamps and six individual tail lamps it was so different to Ford Anglia's, Morris Minors

She was blue and white. The Type Two had been bought because we still had the caravan at Ingoldmells and friends and family had bought caravans on the same site, so they used to be Mum Dad Sister and me and the two Grandma's and a big Suffolk Colt Motor mower to cut the grass around all the vans. That type two was my first taste of motoring (well steering anyway); when we got to the camp site my sister and I would take turns sitting on Dad's lap and steering the bus between the vans on the site. That VW bus did some sterling work, then one day coming back from Ingoldmells the old girl started to rev up by herself, then we would go over a bump and it would settle back down again. A quick inspection around the back all

seemed ok so we set off again and the revving up and dying down continued all the way until we got home. The next week my Dad and his friend looked at the old bus and they found that it had broken its back and the throttle cable had been stretching. So the hunt was on for a new van. My Dad found a burnt out split screen van at a scrap yard and this was dragged back to the garage at the end of the road and everything from the dead Type Two was swapped over to the burnt out shell. I learnt a lot of things helping the garage owner in the evenings after school and at weekends.

Soon the van was up and running and a colour scheme of cream over a mustard yellow was applied by brush and it looked quite good (it's funny but about two years later VW started to paint their new Bay Campers in a similar colour) also this was a time when VW's were just every day vehicles and not the cult cars and vans they are today (but more of that later).

We still had the NSU 1200 but she was proving to be unreliable, she kept snapping clutch cables so my dad always carried a spare, the car was not that old really but the dreaded tin worm had got hold of her and NSU had gone bust and nobody wanted her as a trade in. The only place was Guilders at Hillsborough, the VW.NSU agents so the 1200 was traded in for a Baby Blue VW 1600 fast back which was very reliable, very capable and

boring. By now I was leaving school and starting my first job as an apprentice mechanic at Rotherham's Peugeot main dealer, Moorhouse and Alstead; this is where I learnt the craft of being a motor mechanic. The year was 1977 and Peugeot were not a common car on British Roads. Moorhouse and Alstead's had started as Crane Hire people then got Austin Morris as a franchise, then a year before I started became a Peugeot main dealer but we worked on anything, trucks included.

I started to learn to drive in a Ford Fiesta 1000's at Rotherham School of Motoring,

passed my test and at last I was let loose on the Queen's Highway.

When I started to learn to drive a few like minded had restarted the Sheffield VW Owners Club and used to meet up at Or-greave Hall (this has been flattened along with Malcolm Bishops Salvage Yard and re-developed). My dad used to take me to the club meetings and I was member No. 9 (I think) so the car I wanted was a Beetle, we found a 1500 which we acquired but was too far gone, so I sold it to another chap who raced it at Brompton Bomber Circuit, the car was called Grass Hopper and I think lasted



for two races before succumbing to the MkII Jags that people ran at the time. A 4Litre Van den Plas was given to me but that was got rid of, then a White 1300 beetle MNW 234F was purchased from Dinnington near the Gallows Pub.

This was my proper first car. Some welding was done to the spare wheel well by a friend of my dads (who used to race an F1 Stock car). She was in overall good condition apart from the bit of welding in the nose but this was the time of customising with alloy wheels, murals, side pipes, chain link steering wheels, port holes and jack up kits.

I had been an avid reader of Custom Car for many years, was anyone else in the club? Anybody remember Moulin Rouge, a Hillman minx; Raspberry Schicke, Ford Transit; Roarin Rat, Chevy 51 gasser; or Revenge,

(Continued on page 8)



Nick Butlers 'C' Cab.

So the bug had to have my mark stamped on her. First was a set of Wolf Race alloy wheels, then some womble fur for the roof lining and door rims etc. A boom tube for the exhaust and I painted a mural on the boot lid of a beetle going up a dirt track kicking up dust in a spiral and the words The White Tornado in blue metal flake paint. At the time I thought this was cutting edge stuff, but now I look back it was really naff.

The VW club played a big part in my life, mending member's cars, going on club runs to shows. VW action was the place to be in those days at Stoneleigh, I never missed a year and still have all the rally plaques. Another good show was Stamford Hall, really great days they were, MNW 234F was doing sterling work till one day I had an argument with a signpost and totalled the side of my pride and joy, I got her back home but it was the end of the bug.

Well it would have been but the idea of a beach buggy springs to mind so I sent away for Peter Filbys Kit Car Book to see what was available. I looked at the Buggy's and there was a good selection; Volks Rod from Doncaster, The Bugle Buggy, the GT, The Tramp, but all these were short wheelbase models, the only company supplying a long wheelbase type was the Rat which I didn't like and the GP Super Buggy (which was a copy of the original American Myers Manx)

The cost of shortening the floor pan was about £100 but finding some one to do it and the horror stories of cars falling apart because they were not done right put me off the short chassis version. The first thing to do was to remove the body from the chassis which was just an unbolt and lift (easier said than done).

The chassis was checked over and was in perfect condition so a long wheel base buggy kit was ordered from GP in Isleworth, Lon-



don. The colour was called Silver Fox, which consisted of Silver Black and Brown metal flake blown into the gel coat, so the body did not need any paint and had a glitter finish.

Whilst the body was being made all the brakes were renewed along with a new clutch, the chassis was painted red and a buggy tip I was given was to remove the front anti roll bar. As this was taking place another 1966, 1300cc beetle was bought for every day transport, this was a rough old nail and was painted blue with standard white wheels and red flames the wings were and bumpers removed with all apertures filled and smoothed, this car gave fantastic service until the motor expired going to Mallory Park on a club run one weekend. The car got dragged home and a new motor fitted that day ready for work the next day, that car ended up being sold to another buggy enthusiast from Sheffield.

Back to my buggy, a date was set to go and fetch the parts and my dad borrowed a Rover 3.5 coupe and trailer off the stock car racer who welded up the nose on the donor Beetle. The trip in the Rover was uneventful as we wafted along the M1 motorway covering the miles with ease. The buggy was built over the

next months but not before drilling a hole through a friend's finger. I can remember the electricians were a nightmare to sort out but all was sorted in the end.

Whilst the buggy was being built all the apprentices at Rotherham College had to do a motor related project so the build of the buggy was to be my offering and I still have the document to this day. Also still honing my art as a mechanic an early Mk1 E type Jag came into the workshop, this turned out to belong to a friend of the bosses and was

pushed into a corner and left. She was a Baby Blue roadster on painted wire wheels on crossplys, a black detachable hard top, this car was original. It had not been played with, needed some work but was a useable vehicle, some small jobs were done on her over the months and an MOT was put on the car. I can remember taking her on a road test and frightening my self to death with it. The car came up for sale and I was offered it for £1000, this was approx 1979, I declined the offer because I had got the buggy on the road by now and what did I want with an old Jag.

I kick myself now and it was the first of many cars I should have bought and didn't (hind sight, it's a wonderful thing). The Jag ended up going down to London and I won-





ple who appreciated the mid engined car. His yard was amazing, well I say a yard, it was his back garden to a large house and was full of Porsche parts and cars. In one corner stood 3 356 body shells, 2 coupes and a cabrio that weren't in too bad a condition, and they ended up going through the crusher. A lot of time was spent talking to him and small bits of trim purchased, I also found out that the car I had bought as a 2.0 SC was in fact fitted with an 1800 cc motor and not even a 914 1800cc but one out of a VW 411. 914's came in 1700cc 4 cylinder,

der if she is still around. The buggy was a brilliant fun car and became my every day transport.

I drove her all over the place through rain, wind and snow. Because of the exhaust system fitted no heater was fitted and the only way to keep warm was to wrap up well and suck a peppermint! The hood was only ever up in the very severest of weathers. Time passed with the buggy and a Karman Ghia came in a part exchange at work. This I bought as a run about and did some work on her including a full re-spray. This was a 1968 1500 cc in powder blue and the buggy started to be left in the garage and Ghia became my new toy. MNW 234F was put up for sale and sold, a young lad bought her and destroyed her gear box in the first week of ownership. A new box was fitted and the car moved on and I never saw her again. Someone told me they had seen her in Sheffield with four youths hanging out of her shouting and bawling, she looked a complete wreck and was painted bright orange; why someone would have wanted to paint over that metal flake finish was beyond me, unless she had been involved in a smash because there was no way you could have matched the colour up.

The Karman Ghia was becoming a nice car and some Beetles came and went along with a South African 1500 Type 3 hatchback. I also had a VW K70. Cars came and went but I kept hold of the Ghia. Many VW shows at Stoneleigh came and went. Then looking through the Sheffield Star there was an advert for a VW Porsche 914 2.0 SC for sale at Bentley in Doncaster. This car had to be investigated so a phone call later and over to Bentley I went. The car was imported from Holland and needless to say I bought her. She was in nice condition with little bits of rust on some of the panels so the car was stripped and the body sorted and repainted



in the standard bright yellow code no L13M. She was a 1972 car but was registered in this country as TAK 404Y. The local Porsche dealers in Chesterfield came in handy as did a Porsche specialist that had started up in Todwick and a good relationship matured with them, which became invaluable in the years to come. Books on the 914 were bought and information gleaned from all over the place, and I found out there were a lot of knowledgeable idiots out there who I doubt had never even seen one of the cars in those days. But someone I did come across was a Chris Rayner who had worked at Auto Farm and had a stash of 914 parts and a load of cars he was breaking. So a trip to Oxon was needed; at the time it was the Mecca to peo-

1800cc 4 cylinder, 2000cc 4 cylinder and 2000cc 6 cylinder.

They were all called VW – Porsche 914s except the 6 cylinder one which was called a VW Porsche 914 -6 in Europe but just Porsche in America. Also whilst at Chris's I saw a space framed 914 race car fitted with a 2.6 911 motor and blister arches. These arches were first seen on the racing 914 GTs that raced at Le Mans and the like, then the arches and special bumper sections were seen on the still born 916 project of 1972.

Woz

Many thanks to Ann Watson for typing this article - ed.



YOUR VOTE COULD MAKE A DIFFERENCE

This is not an appeal for money; it is not even an appeal for anything of direct benefit to FBHVC, but it is important. This is being sent to everyone in my e-mail address book - if you have had it before, or receive it more than once, please forgive the duplication.

It is an appeal by FBHVC to you to do something to help save, preserve and display the technological and innovative treasures that are held in the collection at the Science Museum and thus effectively belong to the nation. You can help do this simply by making a phone call or sending a text or an e-mail at the right time. Let me explain.

The Science Museum has around quarter of a million exhibits showing the history of man's ingenuity. This includes a substantial collection related to transport. Presently, the museum has space to display only a small fraction of these items with the remainder in storage in less than ideal conditions in dilapidated WW2 hangars on a 500 acre site at Wroughton, near Swindon.

The Science Museum plans to reconstruct two of these giant hangars and link them with a state-of-the-art atrium to provide acres of exhibition space that will enable it to display the whole collection. The emphasis is very much on using the ingenuity of the past to inspire the developments of the future - and that gives the project its name - Inspired. It is all about stirring the imagination of the young and encouraging the scientists, technologists and engineers of the future. You can see a "flythrough" of the proposed museum on our website, www.fbhvc.co.uk.

I said this was not an appeal for money: it isn't, but money does come into it - lottery money, a £50 million lottery jackpot that is to be decided by a public vote following a series of TV programmes that will go out in December.

The Science Museum Inspired project is one of six projects vying for this 'winner take all' funding. The other projects are all worthy causes, but none is so urgent or so important for our future: as one colleague commented "cycle paths and tree-top walkways can be built tomorrow, endangered artefacts can't wait".

See www.voteinspired.org.uk for more information (that's deliberately not an active link to reduce the risk of this message being eaten by aggressive anti-spam systems!).

You can help secure this essential funding in any, or all, of four ways:-

1. Commit to vote at the appropriate time - good intentions are no help, it needs you to be certain to act. You can register your intention to vote NOW on the website noted above and you will then receive a reminder nearer the time.

2. Tell your friends, spread the word - perhaps by copying this message to everyone in your address book.

3. If you are able to get some information into a club publication, on a website, or distributed through any other kind of network please do - the staff at the Science Museum will be delighted to help with leaflets, text and links to put on websites etc.

e-mail: Susan.Martin@ScienceMuseum.org.uk or phone 01793 846200

4. If you chat on any web forums, get a thread started.

And if you can think of anything else, please let me or the Science Museum know!

Above all, recognise that unless all of us with an interest in science and engineering take the trouble to vote, £50 million of lottery money may go to fund a tourist attraction leaving national treasures (which, having been received by a national collection, cannot be sold) to moulder and decay.

Please do it!

Jim Whyman.

P H J Whyman, Secretary
Federation of British Historic Vehicle Clubs Ltd
Kernhill, Shute Street
Stogumber, Taunton, Somerset TA4 3TU
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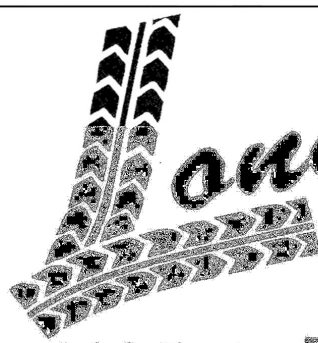
First Contact John Davis - 01724 784230 (Phone, Fax, Answerphone)



John Davis, Beltoft House, BELTOFT, North Lincs, DN9 1NE
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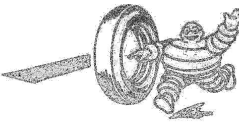
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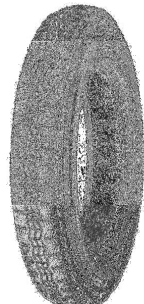






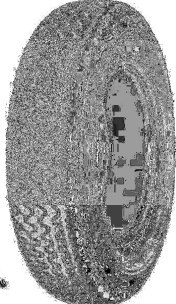
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Come and see us at our Bawtry workshop for free fitting and balancing, or see us at the VSCC race meetings during the year.

Unbeatable stocks of all makes of tyres.

Distributors of Michelins classic tyre range.



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Future Events

Wed	7 Nov	Noggin & Natter & Tradsheet (Club Night)	DT
Tue	20 Nov	H&H Auction preview & Automobilia sale - Buxton	
Wed	21 Nov	Noggin & Natter (Club Night)	DT
		H&H Classic Car Auction - Buxton	
		Bonhams Classic Car Auction- Harrogate	
Wed	5 Dec	Noggin & Natter & Tradsheet (Club Night)	DT
Mon	10 Dec	Xmas Buffet	
Wed	19 Dec	Noggin & Natter (Club Night)	DT
Wed	16 Jan	Noggin & Natter & Tradsheet (Club Night)	DT
Wed	30 Jan	Noggin & Natter (Club Night)	DT
Wed	13 Feb	Noggin & Natter & Tradsheet (Club Night)	DT
Wed	27 Feb	AGM	DT
Wed	12 Mar	Noggin & Natter & Tradsheet (Club Night)	DT
Wed	26 Mar	Noggin & Natter (Club Night)	DT

Application forms for these events are available to members on club nights

More Events on the web site
www.traditionalcarclub.co.uk

YTCC = Yorkshire Thoroughbred Car Club, YHVG = York Historic Vehicle Group, COOC = Cambridge & Oxford Owners Club, DCVCS = Durham County Vintage Collectors Society, WYTS = West Yorkshire Transport Society, LLMC = Lincs & Louth Motor Club

While we make every effort to ensure that the dates and events listed are correct at the time of publication, we cannot guarantee that the information provided to us is accurate, or that events will take place as scheduled. We therefore strongly recommend that dates and times are confirmed with the organisers before setting off.

'DT' indicates that the event qualifies for Diane Trophy, Wilsic Shield and Excelsis Award points

JOIN THE MEN IN BLACK AND LADIES TOO



New Club Clothing

Sweatshirt	£16
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Polo Shirt	£11

All the above available in sizes:

XS, S, M, L, XL, XXL, XXXL, XXXXL, XXXXXL

Caps £8 (one size fits all)

These are quality garments produced locally.

Who Does What in Our Club

Chairman	Robin Critchlow
Vice Chairman	Mike Gilbert
Secretary	Julie Walker
Treasurer	Non Sherburn
Fund Raisers	Sandra Parkinson
	Janet Turner
Membership Secretary	Tracy Irwin
Event Manager	Robin Critchlow
Archivist	Non Sherburn
Diane Trophy Scorer	John Garritt
Rally Form Supply	Brian Close

Social Secretary	Brian Close
Members Welfare	Non Sherburn or text to

Non Committee Members:

Editor/Web Master	Graham Walker
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TRAD MART

Cinema for sale early 1920's, storage for over 20 vehicles. Opposite Edlington Co-op. Lovely living area. Offers over £175k. For more info. contact details on door of cinema (2/3)

new tyres, all original paperwork. MOT till April 08, Taxed end Nov. Excellent condition with none of usual problems, drives superbly. £350. Tel: Nigel on 01302 771818. (1/3)

1984 Austin Maestro 1.3L

30,000 genuine miles from new, lady owner. Full service history,



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Anyone interested please contact the editors.

JOURNAL OF THE TRADITIONAL CAR CLUB

Fortnightly - Wednesday at
7:30 PM
See "Noggin & Natter" entries
in Future Events listings for
dates

Tradsheet Editors E-mail:

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